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Nov. 17, 1896.

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THE SUBWAY.

What the Commission has Done.

A Comparison with Other Plans.

What the Subway will Accomplish.

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Its Rental Value.

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A

Offer Made by Contractors.

THE

REPORT

OF THE

BOSTON :

PRESS OF ROCKWELL AND CHURCHILL.

1895.

Samuel S. Shaw
Nov. 17, 1896.

SUMMARY.

THE SUBWAY

- Will not destroy property,
- Will eliminate danger to pedestrians in crossing tracks,
- Will leave the streets free for pedestrians and vehicles,
- Will abolish every grade crossing of one track by another track,
- Will increase several fold the capacity for street cars through the city,
- Will cost according to careful estimates \$5,000,000,
- Will command a rental sufficient to meet interest on debt incurred and pay the debt at maturity.

STREET WIDENINGS

- Destroy property,
- Do not eliminate the danger to pedestrians in crossing the tracks,
- Do not relieve the streets of cars,
- Do not abolish grade crossings of one track by another,
- Do not increase the capacity of streets for cars (unless the number of tracks is increased, in which case the danger and cost will also increase),
- Are exceedingly expensive,
- Bring no direct return to the city.

AN ELEVATED RAILROAD

- Would injure and destroy property,
- Would not abolish grade crossings of tracks,
- Would be hideous to look upon.

RUNNING CARS ON THE SURFACE OF THE COMMON

- Would not eliminate danger to pedestrians in crossing tracks,
- Would not abolish grade crossings of tracks,
- Would not mitigate the congestion north of Park street,
- Would bring no return to the city.

CORRESPONDENCE.

BOSTON, April 8, 1895.

To the Boston Transit Commission:

GENTLEMEN: Believing that misapprehension exists in relation to the proposed subway, and that at any rate we and others are not sufficiently informed in regard to it, we ask that you will at your rooms to-morrow, Tuesday afternoon at three o'clock, show the plans of the subway, as proposed, and make a statement in regard to it, for our benefit and the benefit of those whom we may invite to be present.

Yours very truly,

MOSES WILLIAMS,

WILLIAM ENDICOTT, JR.,

CHARLES P. BOWDITCH.

GENTLEMEN: The Boston Transit Commission will be glad to show the plans for the subway and make a statement explanatory of them for yourselves and those invited by you at the time indicated in your letter, at its rooms, No. 60 State street.

BOSTON TRANSIT COMMISSION,

By GEORGE G. CROCKER,

Chairman.

In accordance with the invitations issued pursuant to the above correspondence, the following gentlemen were present at the rooms of the Boston Transit Commission at the time named:

JEROME JONES,
 JONATHAN A. LANE,
 THOMAS HILLS,
 BERNARD JENNEY,
 HENRY H. SPRAGUE,
 HERBERT L. HARDING,
 B. L. M. TOWER,
 F. W. STEARNS,
 R. M. BRADLEY,
 DR. WM. S. BIGELOW,
 JAMES LONGLEY,
 HENRY NORWELL,
 F. H. PEABODY,

CHARLES U. COTTING,
 WILLIAM MINOT,
 SAMUEL JOHNSON,
 T. DENNY BOARDMAN,
 DUDLEY L. PICKMAN,
 CHARLES P. BOWDITCH,
 GEORGE WIGGLESWORTH,
 GEORGE O. SHATTUCK,
 E. R. ANDREWS,
 OLIVER W. PEABODY,
 CHARLES C. JACKSON,
 CAUSTEN BROWNE,
 ELWYN G. PRESTON,

AND OTHERS.

STATEMENT

MADE BY THE

BOSTON TRANSIT COMMISSION,

By HON. GEORGE G. CROCKER, CHAIRMAN.

The Boston Transit Commission, by the act providing for its creation, was authorized to build a subway along the Tremont-street route. The Commission was not required by the act to build a subway. Its first duty was to study the problem, to consider the plans which had been proposed, to seek new and better methods, if any could be found, and after weighing the advantages and disadvantages of each proposition, to determine whether it was expedient to build a subway within the limits defined by the act.

WHAT THE COMMISSION HAS DONE.

Not appreciating the difficulties and the scope of the problem presented to the Commission, the public soon became impatient because the Commission did not begin the active work of construction. The Commission, however, plodded on through an examination of the details of the different plans, urged forward the engineering work necessarily preliminary to the building of a subway, and to the determination of the question as to its expediency, and, in December last, after four months of investigation, the Commission availed of the opportunity then offering, and which might

any day slip from its grasp, to acquire the Haymarket square property of the Boston & Maine Railroad, extending from Haymarket square to Causeway street.

This was the first positive step taken by the Commission toward the building of the subway, and it was not taken until, after reviewing the whole field, and after receiving from its engineering department detailed estimates of cost, the Commission was satisfied that the subway was the best solution of the problem of facilitating traffic along the Tremont-street route.

Two months later, in February, the plans were made public and were published, with an explanatory statement, and with illustrations, in all the daily papers. From the public and the press expressions of approval were general. At the same time the Commission advertised for bids for the construction of Section 1 of the subway, extending from the entrance on Boylston street, through Boylston street to Tremont street, and then along Tremont street to West street, with the exception of the portion intended for a station at the corner of Boylston and Tremont streets.

Previous to this time a member of the House of Representatives from Chelsea had introduced a bill for the repeal of the subway provisions of the law. The Governor in his inaugural message had, on the other hand, expressed the hope that the work on the subway would be actively carried on, and that such perfecting amendments of the act as the Commission might desire would be speedily acted upon. In the four weeks which elapsed between the time when the advertisements for bids first appeared to the time when the bids were opened, a hearing was had before the Committee on Metropolitan Affairs of the Legislature on the question of repeal. Nine persons, not all of them citizens of Boston, appeared advocating the repeal. The Boston Transit Commission submitted a brief statement as to the action which it had already taken, answered certain inquiries which were made, but submitted no argument; in fact, argument was unneces-

sary. Those who advocated repeal differed widely among themselves as to what should be done. They neutralized each other. Gentlemen who were advocates of the subway were present, but it was not deemed necessary to call upon them. The City Solicitor, representing the municipality of Boston, briefly and tersely opposed repeal.

Ten days later, before the same committee, a hearing was had upon the amendments to the act which the Commission introduced pursuant to the suggestion in the Governor's inaugural. The opposition developed at this hearing was not more powerful than that at the previous hearing.

The committee of the Legislature by a large majority reported against repeal and in favor of the passage of the amendments asked for. These things happened in the four weeks allowed between the first advertisement for bids and the time when the bids were opened. On the twentieth of March the bids were opened. They were twelve in number, and each bid was accompanied by a certified check for \$5,000 as a guarantee of good faith.

Three days later the contract was awarded to the successful bidders, and the work was begun. A short time previous to this the contract for the steel for the same section had been awarded to the Pennsylvania Steel Company. The contract for the construction required that the work should be completed by November 30 of the present year. The contractors had no time to lose.

Work was begun on the 28th of March, the Legislature then having been in session nearly three months, and the Commission having been at work for eight months.

Notwithstanding these facts, the idea has gained some credence with the public that the Commission has proceeded with undue haste. We submit that the course of events did not indicate that the Legislature intended to repeal the act. We could not assume that the Legislature this year would desire to reverse the action of the Legislature of last year, so far as the authorization of the building of the subway was

concerned, especially when, after six months' study of the problem, we had come to the clear conclusion that the subway would best fulfil the requirements of the case, and that it would be a serious error to change to any of the other plans proposed.

A COMPARISON WITH OTHER PLANS.

The main features of the various plans should be reviewed.

One plan, which has many advocates, is to stop the cars at Park square and Scollay square, allowing, possibly, a few cars, running as shuttle cars, between the two points. This plan would in no measure relieve the congestion on the north side of Scollay square. If put in operation, it would be overthrown by an indignant public within a month. Imagine being left in a storm of rain or snow at Park square, with the necessity of walking down town, or else waiting for an occasional shuttle car, crowded to suffocation. The plan is inherently wrong. Free, full, and unimpeded circulation for traffic through the centre of a commercial district is as essential to prosperity and to vigorous growth as the free and unimpeded circulation through the heart is necessary to the health and development of man himself.

We need a change for the better, not for the worse. We need improved rather than impaired circulation through our city.

There are those who urge that adequate relief will follow if only our streets are widened.

Many of our streets need to be widened for the proper accommodation of carriage and team traffic, and in order to furnish adequate sidewalk space. This is true of Tremont street. But to widen that street for the purpose of giving more ample accommodation to the street car service will prove to be a costly mistake. Two tracks on the surface, even if they were given a reservation in the middle of the street, could not materially accommodate more traffic than the present two tracks. The cars would run more freely in

the spaces between the points where the side streets enter Tremont street, but at these points, which are only a short distance apart, the teams and the passengers, which now cross wherever and whenever they can get a chance, would be concentrated, and those points might even prove to be more dangerous and more subject to blockades than at present.

The proposition of Mayor Hart, to widen Tremont street and place the present two tracks in its centre, offers no possibility of relieving the present inadequate supply of street car accommodation. It has been suggested that four tracks could be placed upon the surface in the centre of a widened Tremont street. It is only necessary to reflect for a moment upon that proposition. Think of the difficulties of crossing on foot or in a vehicle a street with four tracks! Think of the difficulty and danger of taking or leaving a car on either of the two intermediate tracks! But even if to widen Tremont street would fulfil the requirements of increased street-car traffic, of safety, and speed, it would still be barred by the element of cost. All through the heart of our city it would cost much more to widen a street for the accommodation of street cars than it would to build a subway for the separate and exclusive use of such street cars. Moreover, unless the past policy of the city should be changed, no income adequate to pay the interest on the cost would be obtained.

The problem, therefore, comes down to this: We must have healthy and free circulation through our business centre.

There are fatal objections to the further continuance of the attempt to accommodate on the surface of our streets through the heart of our city, and especially on the Tremont-street route, the street car service in addition to the vehicle and foot traffic. The danger is too great, the speed is too small.

Inevitable growth will intensify present difficulties. We have reached the point where we must face the problem of

putting our street cars in the heart of our city either above or below the surface.

Elevated roads in some portions of our city may prove to be the only feasible method. Along the Tremont-street route the subway is feasible.

Both the city government and the Legislature have refused to sanction the building of an elevated road with two or four tracks along the Tremont-street route.

After years of agitation and discussion, this Commission has been authorized to build the subway, provided it deems such a course expedient. The plans have been published in all the daily papers. What is accomplished by these plans?

WHAT THE SUBWAY WILL ACCOMPLISH.

First. The subway has capacity for a large increase in traffic. This is accomplished in various ways. Each track has the utmost capacity possible, because it is freed from the crossing of teams and of foot-passengers; also because in no case within the limits of the subway is the passage of traffic on one track interfered with by the traffic on another track crossing it at grade.

The delays and the congestion which occur at the corner of Boylston street and Tremont, at the Granary burying-ground, and at various other points on the route, are avoided. Further, from Park-street Church south and from Scollay square north there are four tracks to accommodate the traffic, where now there are only two. Moreover, in the subway, when its capacity for single-car service is reached, cars can be run in trains.

Second. Speed requirements are as well, if not better, fulfilled in a subway, than on an elevated railroad.

Third. In the plans for the subway every precaution has been adopted to insure safety of life and limb. No person can cross Tremont street to-day without peril. Not only will the removal of the tracks from Tremont street do away with the chief cause of that peril, but it will not be transferred to

the subway. From one end of the subway to the other there is no place where a passenger crosses a track at grade.

HOW THE SUBWAY WILL AFFECT THE COMMON.

In a two-track subway access to each track can be gained from the two sides of the street, but in a four-track subway it is necessary, in order to avoid a crossing at grade, to have island platforms; that is, platforms between each of the two pairs of tracks, with access to such platforms, not from either side, but from overhead.

At Scollay square and at Haymarket square there is a sufficient width to allow the staircase openings to be made in the reserved area in the centre of the square. Along the line of Tremont street the same object is accomplished by having the station platforms under the malls and having access to them directly from the mall above.

The problem has been studied with the greatest care to discover how the safety of the public could be secured with the least injury to the Common. We believe that there is no method, which would permanently commend itself to the judgment of the people, which will do so little injury to the Common and do so much to preserve its integrity as a united whole in the future, as the plan which we submit.

On the portion of the Common under which the subway is to be built there are in round numbers one hundred and fifty trees. Fifty-seven of these trees are too large to be transplanted. Of these fifty-seven trees, twenty-three are on the line of Boylston street, and would necessarily be sacrificed whenever that street is widened. The remaining thirty-four trees are on the Tremont-street mall. Seventy-five per cent. of the trees on the first and second rows in this mall are young trees planted within a few years to take the place of the trees which have died out, owing to the unfavorable conditions there existing. The aged trees which are left are, many of them, decayed. It is believed by experts that the conditions which killed their companions will soon be fatal to them.

The third row of trees is disturbed only at the stations — that is, at the two ends of the mall — and in this row twelve trees over eight inches in diameter will be destroyed.

Our citizens would hardly permit the destruction of these trees for mere purposes of utility. They would suffer much discomfort and inconvenience rather than destroy them. But when it comes to the question of the safety of life and limb, we are not justified in permitting these trees to remain as a barrier. One human limb, no matter if it be the limb of an aged man just ready to drop into his grave, or of a little child, is more to be considered than all these trees.

It is because the Commission believes that there is no other practical plan of securing due safety to the public that it is willing to say that these trees ought to be sacrificed.

ESTIMATES OF COST.

The assertion which has been repeatedly made that the subway is likely to cost \$15,000,000 or \$20,000,000 rests upon nothing but the imagination of those who make it. To reiterate this statement is to deliberately misrepresent. It is absolutely unsupported by details, and is widely at variance with the conclusions reached by the Commission after painstaking investigation and a close study of all the elements of cost involved.

The estimate made for the Commission is the result of working out the plans in detail with accurate engineering information. Mr. Carson's estimates have been compared with those made independently by three engineers a year ago, and these independent estimates indicate the safety of Mr. Carson's figures. Further confirmation is found in the fact that the contract for the steel for Section 1 of the subway and the contract for the construction of that section have both been closed at figures materially below the estimates for that section. It is also to be borne in mind that in the total estimate of cost there is included an additional 20 per cent., amounting to \$661,000, as an allowance for administra-

tion, engineering, and contingencies. The total estimate made up in this way allows \$1,000,000 for real estate and land damages, and amounts to a little less than \$5,000,000.

THE RENTAL VALUE OF THE SUBWAY.

It is asked, what are the grounds upon which the Commission bases its confidence that the subway when built will bring into the city an income sufficient to pay the interest on the debt and the sinking-fund requirements, so that our taxes shall not be increased in consequence of its construction?

The act requires the Commission, upon the completion of the subway, to order all surface tracks to be removed from Tremont street, between Boylston street and Scollay square, and from Boylston street, between Park square and Tremont street, and authorizes it to order any other tracks which, in its opinion, has been rendered unnecessary by the construction of the subway, and which are above said subway, or within a distance of 1000 feet from any entrance to said subway, to be removed from the street. It further provides that surface tracks shall not be laid or maintained in that part of any street from which said Commission may have ordered such tracks removed.

These provisions are of the utmost importance. The West End Street Railway, after the completion of the subway, will have no means of traffic along the Tremont-street route except through the subway. That company might refuse to pay an adequate rental for the use of the subway, stopping its cars at the ends thereof. What would be the result? The locations of the West End Street Railway are revocable by the Board of Aldermen, subject to the approval of the Board of Railroad Commissioners. If the company should take that indefensible position, its locations on the routes connecting with the subway would be revoked and would be granted to some other company.

The West End will not take that position.

What are the elements which go to show that the West End Company or any other street railway company can afford to pay an adequate rental for this subway?

They are the following:

The care of tracks in the subway will be less expensive than on the surface. They will not be worn by street traffic. There will be no expense in keeping them free from snow in the winter.

The power consumed in running a car in the subway will be less than in running a car upon the surface, because the track will be absolutely clean, the flange of the wheel running freely instead of in a groove often filled with dust or mud, and there will not be the waste of power due to the frequent stops and starts which are the inseparable concomitants of surface street car traffic through the heart of the city. The cars will run freely from one station to the next.

The company will be relieved of the expense of maintaining its present system of overhead wires. The trolley wire can be supported in the subway more safely, more simply, and more cheaply.

Liability to accident from falling wires, from collisions, and from crossing accidents will be practically eliminated.

Inasmuch as each trip will be made in less time and with greater conformity to schedule time, more trips can be made each day with the same equipment of cars and employees, and thereby a large saving made.

The most important consideration of all, however, is the consideration that the subway will open possibilities for increasing several fold the traffic of the company. The company has to-day reached the limit of its traffic capacity. It cannot run more cars into the city, because it cannot get more cars over its tracks within the city. The company must in some way provide for the natural increase of traffic, and only the subway will render that provision possible. All this upon the supposition that when the subway is completed the

West End is the only company in the field. If there is competition the argument is still stronger.

The building of the subway will be no child's play.

It cannot be properly built without the devotion to it of much thought and without many cares. If the Commission is supported in its efforts to carry it out successfully, if it is met, not by ignorant or unreflecting antagonism, but by intelligent criticism, the members of the Commission will work on the problem with the confidence that the results will merit and will ultimately receive the hearty approval of the public.

INTERVIEWS WITH LEADING CITIZENS.

The following interviews were published in the Boston "Transcript" and Boston "Herald" of Wednesday morning, April 10:

Col. OLIVER W. PEABODY:—Both my brother and myself were of accord, after seeing the commissioners' plans, that this was the best and most economical solution of the problem. They seemed to be comprehensive, and to have taken into advisement all the difficulties to be encountered. As to cost, while I am not competent to criticise closely, I think the enormously exaggerated statements, made with a view to raise opposition to the plans, have been so overdone as to be their own undoing. There seem to be but three other ways out of the difficulty: First, an elevated railway, which would be most deplorable; second, more tracks on the surface, which would be almost equally so; or, third, cutting a number of streets through the Common, which we should all resist as long as we can. I have particular confidence in the plans from the personnel of the commission, which, I think, is exceptional, and on which the citizens should congratulate themselves. They are men of ability and integrity. Their plan met our soberly considered approval.

WILLIAM ENDICOTT, Jr., favors the subway, believing it to be the only means of relief to the overcrowded down-town thoroughfares. He has entire confidence in the ability of the Transit Commissioners to carry out the plans of the project in a thoroughly reasonable manner. As to the cost of the work, Mr. Endicott is of the opinion that this is not an unusually difficult matter to estimate upon after a competent

corps of engineers has carefully surveyed every foot of the way scientifically. He sees no reason for bringing the subject before the people again, as he regards the vote obtained last summer as having been as carefully considered by the people as any which might be had.

HON. GEORGE O. SHATTUCK: — I rely on the judgment of the Commission, which is composed of men who are entitled to confidence as to its practicability and cost, and the success of subways in London and other cities leads me to expect that they will be useful here.

HON. JONATHAN A. LANE said that he had attended the meeting yesterday, and that Chairman Crocker's presentation of the case was able and convincing, leaving nothing unsaid that ought to be explained. The gathering was one which represented all that was best in Boston, being composed of men of high standing in the community, and they were all so well satisfied, at the close of Mr. Crocker's address, that the best possible thing for the good of the city, under the circumstances, was being done that there was nothing said in opposition, and very few questions were asked. Mr. Lane said that the commission was one in which every one had the greatest confidence, being composed of men who are fair, able, and discreet, and of such standing as to make it a certainty that they would do the very best under all circumstances. On the other hand, the people who were agitating the opposition, and who had called the meeting at Faneuil Hall, were entirely at sixes and sevens, and had no plans to offer, except the obstruction of the subway, which is the only step which has ever been taken towards helping the condition of our congested streets.

CHARLES P. BOWDITCH said that while he didn't agree in every particular with the views of the Commission, he thought that by far the best thing which could be done at present was to leave the matter entirely with them, rather than to attempt to change any of their plans at this late date. He especially agreed with Mr. Crocker in his opposition to sur-

face tracks on the Common, which he said would give neither speed, safety, nor anything else.

JEROME JONES:—The statement made by Chairman Crocker of the Subway Commission impressed me, as I presume it did all (as no one appeared to oppose it), that the plan has been thought out and worked out by skilful and practical minds, and no one has questioned the honesty and capacity of the board as a whole so far as I have heard. Two years ago I signed a report of an investigation of the question by the Transportation Committee of the Merchants' Association, in which we recommended the separation of grade in the congested district by means of a subway. I had for twenty-five years seen the working of the underground railway in London, which has carried so many millions of passengers and never killed one, and after twenty-five years' use, more and more of the underground system of transit is being built there, thus demonstrating its use as preferable to the elevated method. In New York city, after years of intelligent inquiry, they have concluded that the subway method is to be adopted, rather than more of the elevated. In Paris, too, they have decided the question in favor of the subway principle. Now, as all the plans submitted, up to a year ago, when the State decided what it would do, were tentative, I believed in the subway then, as I do now; because of my knowledge of its successful working in London, and because, if tentative, it will cost less and disfigure the town less than any other experiment proposed. When done, two years from now, and the surface tracks on Tremont street abolished, so as to give teams and pedestrians safe crossings and rapid transit in the subway, I believe the public will regard the promoters of the subway as public benefactors.

HERBERT L. HARDING:—I thought the statement made yesterday by Mr. Crocker on behalf of the Transit Commission very satisfactory and convincing. All possible doubts as to the wisdom of the subway seem to me to have been

cleared away. If the people are to be carried as now, through the city on the line of Tremont street, the subway seems the only practicable plan. An elevated railroad on or near that line could not pay damages, much less dividends. Widened streets would cost more ; would increase rather than diminish the dangers and difficulties now experienced by vehicles and pedestrians, and would yield no revenue to the city. On the other hand, the subway can certainly be built at reasonable cost. It will considerably increase the speed of the cars and give accommodation for a greater number ; it will abolish a grade crossing more than a mile long ; it will restore Tremont street to its normal and proper uses ; it will save the Common from more serious encroachments, and, in my opinion, it will not cost the city of Boston one cent. I believe that the West End Company will find that they can do much more business, at a greatly reduced cost, in the subway than on the surface, and that the company can well afford to pay, for an exclusive franchise which they can obtain in the subway for a term of years, such a sum as will at least pay the interest and sinking-fund requirements on the cost of the work. If the West End Company does not want the subway on these terms, the same popular demand for transit through the city which now justifies and requires the construction of the subway will on its completion justify and require the organization of a new company to use the subway in connection with such locations of the West End road as are naturally appurtenant thereto.

WILLIAM MINOT : — I am personally unequivocally in favor of the continuing of the work of the Subway Commission now begun. My impression of the effect of the address of Chairman Crocker is such that I have no hesitation in saying that I have no doubt that the opinion I give is also the view which is taken by a very large majority of the very influential men who were present at the meeting. And there were certain people there whose character and judgment are such that I should give much more weight to it than I should to a

crowd of curiosity seekers, summoned by means of a brass band at Faneuil Hall.

It was hoped that Dr. J. C. Warren would be present at the conference of business men with the Transit Commissioners yesterday, but he was unavoidably absent. His views at the present time on the question of the propriety of disturbing the Common to the extent of removing a few trees are peculiarly valuable from the fact that there is probably no man living who has seen so much of this historic ground as he. Since he was three years old he had lived opposite it on Beacon street, and during all those years he has regarded it with more than ordinary veneration and affection. And it is because of his love for it that he is enthusiastically in favor of the subway, which he believes will be a perpetual bar to any further encroachments on the Common. He considers the subway as perfectly feasible and practicable and offering the only proper method of solving the problem of rapid transit. He believes the commissioners' plan a good one, meeting all the reasonable objections to relieving the congested streets, and doing away with all necessity for an elevated railway.

THOMAS HILLS, president of the South Boston Savings Bank, says that he has favored the subway plan from the first as the best, and possibly the only, protection from the cutting up of the Common for some time to come. His ideas in regard to the subway were only strengthened by Mr. Crocker's presentation of the case at yesterday afternoon's meeting, and he had every confidence in the ability of the Transit Commission to carry out the undertaking as planned.

Dr. JOHN HOMANS, 2d, did not attend the meeting yesterday, but had read in the morning papers what Mr. Crocker said. He thinks that Mr. Crocker has covered the ground thoroughly, and that there is no doubt that the Commission is doing the best under the circumstances. He says that he is strongly in favor of the subway, because it is the only thing that will relieve the

streets in time. He does not believe that it is the ideal rapid transit system, but it is a system that is under way and can be completed in two years, and something must be done in that time or the streets will be in a serious condition indeed. If the progress of the subway is blocked by legislation, especially as there is at present no other definite scheme proposed, it will take a long time to make a beginning on any other plan, and something should be done at once. Dr. Homans thinks that everyone has great faith in Mr. Crocker and the other members of the Commission.

B. L. M. TOWER :— When the subway plan was first suggested I was not inclined to favor it, thinking a simpler remedy lay in stopping the cars at certain points immediately outside of the congested district and running a single line of tram cars or of coaches through the district, and also because I feared that the construction of the subway would involve the city in a very heavy expenditure. Careful study and reflection have changed my views upon both these points. I am satisfied that the citizens of Boston and its vicinity will always insist upon being carried directly into and through the business section of our city, and that no feasible or practicable plan has been suggested except the subway. The Transit Commissioners have assured our citizens that the total cost of the subway will be well within the estimate of five million dollars; and having unlimited confidence in the integrity, ability, and sound sense of these gentlemen, I am heartily in favor now of continuing the construction of the subway without delay, and trust that the amendments to the subway act requested by them will be promptly passed by the Legislature.

HENRY R. DALTON, the insurance man, thinks the plan superior to any other yet presented, and is heartily in favor of its being carried out.

Hon. HENRY H. SPRAGUE expressed himself as favoring the continuation of a work which has been begun, and thought it would be unwise to stop the Commissioners now.

T. DENNIE BOARDMAN:—Mr. Crocker's address was very strong. It was clear and convincing. It left no doubts in my mind. I believe the course pursued is by far the best thing to be done.

MR. WILLIAM ENDICOTT:—I think Mr. Crocker's address a very good and sensible one. It will be a great relief to Tremont street to get rid of those car tracks and have one street where carriages can go without risk of being overturned by collision. I have to cross Tremont street four times a day, and every time I do I expect to get killed. So I shall feel relieved to get those nuisances underground.

MR. CHARLES C. JACKSON:—Mr. Crocker's presentation of the subject was very satisfactory. In my mind, there is no room to doubt that the best way is to go ahead with the work already begun. The chairman's statement seemed to cover every point, and the whole subject was explained perfectly so as to be clear to all.

MR. CHARLES U. COTTING:—Mr. Crocker's address was wonderfully complete. I went to the meeting for information, and got it. The subject was presented in clear and accurate terms that made it comprehensible. There is nothing vague about the work undertaken.

MR. F. H. PEABODY:—It confirmed my general impression that the subway was likely to be a successful solution of the problem of rapid transit in this city. It seems to me that the commission has acted with excellent judgment from the very beginning, investigating carefully before taking action, and that the snapshot judgments of people who pass opinions on the subject without investigation are of no value where they conflict with the conclusions which the commission has reached by the most careful investigation. It is my belief that the West End Street Railway Company cannot help hiring the subway at a rental which will pay the interest on its construction. Consequently the people of Boston will get

all the practical benefits of widening streets without the cost to them of one dollar, and more than the practical benefits, because by putting the electrics underground the streets above remain safe and comfortable, instead of, as now, uncomfortable and dangerous.

OFFER MADE BY CONTRACTORS.

BOSTON, April 9, 1895.

To the Boston Transit Commission :

GENTLEMEN : We hereby agree to sign a contract for building all of the Boston Subway, including stations, according to your plans and specifications, for 10 per cent. less than the estimate of your engineer, dated January 4, 1895.

We further agree to give a bond for half a million dollars for the faithful completion of the work.

Very respectfully,

JONES & MEEHAN.

